



CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

October 31, 1997

H.R. 2626

A bill to make clarifications to the Pilot Records Improvement Act of 1996, and for other purposes

*As ordered reported by the House Committee on Transportation and Infrastructure
on October 29, 1997*

CBO estimates that enacting H.R. 2626 would not have a significant impact on the federal budget. Because the bill would not affect direct spending or receipts, pay-as-you-go procedures would not apply. The bill contains no intergovernmental mandates as defined in the Unfunded Mandates Reform Act of 1995 and would not have a significant impact on the budgets of state, local, or tribal governments.

H.R. 2626 would impose a federal private-sector mandate on air carriers. The bill would require that air carriers maintain pilot records for at least five years. Under current law, before hiring an individual as a pilot, air carriers are required to request those records from that person's employers during the five-year period preceding the application for employment. Since air carriers already maintain those records, CBO estimates that they would incur no additional costs.

H.R. 2626 would amend Public Law 104-264, the Federal Aviation Reauthorization Act of 1996, and would give air carriers the ability to allow pilots to fly certain planes for a period not to exceed 90 days before receiving employment records. Based on information from the Federal Aviation Administration, the amendments to Public Law 104-264 could require more oversight and a slight increase in the workload for inspectors but would not result in significant additional costs to the federal government.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contacts are Clare Doherty (for federal costs) and Jean Wooster (for the impact on the private sector). This estimate was approved by Robert A. Sunshine, Deputy Assistant Director for Budget Analysis.